4.9 TRANSPORTATION AND CIRCULATION

This section analyzes the potential traffic and circulation impacts associated with the proposed Grading and Stormwater Management Ordinances. The purpose of the analysis is to evaluate potential traffic impacts qualitatively, using published roadway traffic volumes based on recent traffic studies, and comparing these to anticipated traffic generated by future development accommodated under the proposed ordinances.

4.9.1 Setting

a. Level of Service (LOS) Methodology. The operations of roadway facilities are described with the term level of service (LOS). LOS is a qualitative description of traffic flow based on such factors as speed, travel time, delay, and freedom to maneuver. Six levels are defined, from LOS A with the best operating conditions to LOS F with the worst operating conditions (Table 4.9-1). The County of San Luis Obispo has adopted LOS C as the minimum standard for rural roadway operations and LOS D or better on roadways in urban areas. Caltrans strives to maintain operations at the LOS C/D threshold on state-operated facilities, including the eight highways discussed in Section 4.9.1(b).

Table 4.9-1. Level of Service Definitions

LOS	Delay (Seconds per Vehicle)	Definition
A	< 10.0	Conditions of free unobstructed flow, no delays and all signal phases sufficient in duration to clear all approaching vehicles.
B	10.1 – 20.0	Conditions of stable flow, very little delay, a few phases are unable to handle all approaching vehicles.
C	21.1 – 35.0	Conditions of stable flow, delays are low to moderate, full use of peak direction signal phases is experienced.
D	35.1 – 55.0	Conditions approaching unstable flow, delays are moderate to heavy, significant signal time deficiencies are experienced for short durations during the peak traffic period.
E	55.1 – 80.0	Conditions of unstable flow, delays are significant, signal phase timing is generally insufficient, congestion exists for extended duration throughout the peak period.
F	> 80.0	Conditions of forced flow, travel speeds are low and volumes are well above capacity. This condition is often caused when vehicles released by an upstream signal are unable to proceed because of back-ups from a downstream signal.

b. Major Highways. The following text provides a brief discussion of the major system components.

U.S. Highway 101 is a regional roadway that traverses through San Luis Obispo County, continuing north to San Francisco and south to Los Angeles. In the County, it provides a direct link to six of the seven incorporated cities and multiple unincorporated communities. U.S. 101 crosses the Santa Lucia mountain range at the Cuesta Grade, which has a gradient in excess of seven percent. Prior to completion of the Cuesta Grade widening project in October 2003, this section of the highway was considered the second worst bottleneck on Highway 101 between Los Angeles and San Jose (behind the Prunedale segment north of Salinas).

State Route (SR) 1 is a major north-south highway that traverses San Luis Obispo County predominately along the coast. In the southern portion of the County, SR 1 is a two lane highway that extends 17 miles between the Santa Barbara County line and U.S. 101 in the City of Pismo Beach. From this point, SR 1 runs contiguous with U.S. 101 to San Luis Obispo. North of San Luis Obispo, SR 1 is a two to four lane rural roadway running for approximately 58 miles between San Luis Obispo and the Monterey County line. Portions of the route were recently designated as a State Scenic Highway.

SR 1 primarily serves interregional traffic, much of it tourist in nature. However, commuter traffic is predominant between the cities of San Luis Obispo to Morro Bay.

State Route (SR) 41 East and SR 41 West provides east-west access within and through San Luis Obispo County and the City of Atascadero. East of U.S 101, SR 41 East provides a connection between the City of Atascadero and the Kern County line. West of U.S. 101, SR 41 West provides access to the Coast and SR 1. In this area, SR 41 West primarily serves local commuter traffic, although it also serves a substantial amount of recreational traffic during the summer moths.

State Route (SR) 46 East and SR 46 West are important regional and inter-regional travel corridors that provides east-west access within and through San Luis Obispo County and the City of Paso Robles. East of U.S. 101, SR 46 East is an important regional connection to Interstate 5 and farther east to Bakersfield and Fresno (via SR 41). West of US 101, SR 46 West provides access to the coast and SR 1.

State Route (SR) 58 is an east-west, two lane highway that connects U.S. 101 to I-5 and SR 99 in Kern County. The following roadways are designated as SR 58: El Camino Real (from U.S. 101 to Estrada Avenue), Estrada Avenue (from El Camino Real to West Pozo Road), West Pozo Road (from Estrada Avenue to Calf Canyon Highway), and Calf Canyon Highway (East of West Pozo Road).

State Route (SR) 166 is an east-west, rural two lane highway extending from Highway 101 two miles south of Nipomo to the Kern County line.

State Route (SR) 227 is a north-south, two to four lane highway extending eleven miles between U.S. 101 in Arroyo Grande to the City of San Luis Obispo. The primary purpose of the route is to serve local and commuter traffic between San Luis Obispo and the Five Cities area. Price Canyon Road, Oak Park Road and Corbett Canyon Road contribute traffic to SR 227.

State Route (SR) 229 is a north-south, rural two-lane highway extending nine miles from SR 58 near Santa Margarita to SR 41 near Creston. Traffic is almost entirely local in nature. The alignment passes through mountainous terrain and contains many switchbacks. The existing facility has six to eight foot lanes with no shoulders.

c. Major County Roadways. The County maintains an extensive roadway system that ranges from heavily used principle arterials near urban centers to rural roads with lighter traffic volumes. As the County's population increases, so does the daily commuter traffic, business traffic, and traffic associated with the movement of goods and services. For the purposes of the countywide evaluation, discussion has been limited to road segments that are

either currently on or anticipated to be included in the Resource Management System (RMS) severity criteria.

For roadways under County jurisdiction, the County RMS level of severity criteria is based on projected Levels of Service (LOS), as described in Section 4.9.1(a) above. Levels of severity for County maintained roads are defined as follows:

- ***Level of Severity I****: When traffic projections indicate that roadway LOS D will occur within five years.*
- ***Level of Severity II:*** *When traffic projections indicate that roadway LOS D will occur within two years.*
- ***Level of Severity III****: When calculation of existing traffic flows indicates a roadway LOS D.*

Table 4.9-3 outlines County roadways which meet the criteria for RMS levels of severity I, II, or III.

Table 4.9-2. Recommended Levels of Severity for County Roads

Level of Severity	Roadway
I	None
II	None
III	Halcyon Road, between its intersections with Hwy 1 Halcyon Road, north intersection with Hwy 1 Las Tablas Road, west of Duncan Road Los Osos Valley Road, west of Foothill Road South Bay Blvd, south of State Park Road Tank Farm Road, SR 227 to Higuera Street Vineyard Drive west of Hwy 101

Source: San Luis Obispo County Resource Management System, 2008 Annual Resources Summary Report

d. Road Network by Planning Area

Adelaida Planning Area. The Adelaida area circulation system is a network of rural roads and highways. In the planning area, SR 46 West connects U.S. 101 and the communities in the Salinas River Valley to the communities of the north coast on SR 1. Travel on SR 46 is characterized by high seasonal peaks due to tourist related traffic. Identified problems occur due to recreational traffic passing through the area to Lake Nacimiento. Nacimiento Lake Drive (County Highway G14) frequently becomes dangerously congested during peak-use summer holiday weekends.

El Pomar/Estrella Planning Area. SR 46 and SR 41 (east of Shandon) are the major transportation links between San Luis Obispo County and the San Joaquin Valley in the El Pomar/Estrella Planning Area. Seasonal tourist traffic in the summer contributes significantly to the volume on the two-lane corridor. Traffic volumes exceed the desired level of service for rural highways, and major improvements, called the Highway 46 Corridor Improvement Project, are in process to widen SR 46 to four lanes from the intersection of SR 41 and SR 46 near Cholame to Paso Robles.

Estero Planning Area. SR 1 is the main north-south route in the planning area. SR 41 intersects SR 1 in central Morro Bay. The community of Cayucos is located in the northern portion of the planning area. The streets within the Cayucos area serve mostly residential land uses. Roadway capacities on all major streets in Cayucos currently operate at acceptable levels of service (San Luis Obispo County, 2008).

South Bay Boulevard and Los Osos Valley Road provide regional access to the Los Osos community. The streets within the system are rural in nature with narrow pavement widths, unpaved shoulders, and on-street parking. South Bay Boulevard is a north-south road that extends north from Los Osos Valley Road towards the City of Morro Bay. Los Osos Valley Road connects the community of Los Osos to the City of San Luis Obispo and U.S. 101. South Bay Boulevard and Los Osos Valley Road (between Los Osos and San Luis Obispo) are currently at RMS level of severity criteria III.

Huasna-Lopez Planning Area. SR 166 is the major route between the southern San Joaquin Valley, southern San Luis Obispo County and northern Santa Barbara County. The highway provides access to large ranches and local rural roads in the southern portions of the planning area. Lopez Drive provides major access to the Lopez Lake Recreation Area and Huasna Road provides access to the Huasna Valley area. Both routes connect these areas to the Arroyo Grande Valley.

Los Padres Planning Area. U.S. 101 is the principal arterial in the planning area, which begins at the Cuesta Grade and covers an area extending south to the Santa Barbara County line.

Las Pilitas Planning Area. Two of the more traveled roadways designated as "collectors" in the planning area are Pozo Road and Parkhill Road. Traffic volumes are relatively light.

Nacimiento Planning Area. Nacimiento Drive and Interlake Road (collectively, County Highway G14) are the major roads providing access to and through the planning area. Nacimiento Drive often becomes congested during peak-use summer holiday weekends, particularly over Godfrey Grade between Chimney Rock Road and Heritage Ranch.

North Coast Planning Area. SR 1 runs north-south through the length of planning area and serves the primary transportation corridor to the communities of Cambria and San Simeon. Although the community of Cambria is expected to have relatively slow growth into the future, recreational and tourist traffic volumes on SR 1 are anticipated to steadily increase, which may lead to additional level of service problems at many intersections in the community.

Salinas River Planning Area. U.S. 101 bisects this planning area in a north-south direction between Cuesta Grade and the Monterey County line, with SR 41 and SR 46 crossing Highway 101 in an east-west direction. The communities of Garden Farms and Santa Margarita are approximately three and five miles south of the City of Atascadero, respectively.

The community of Templeton's primary north-south arterial (aside from U.S. 101) is Main Street, which intersects with Ramada and Theater Drives to the north to provide off-highway

access to Paso Robles. Traffic impacts due to the expansion of the local wine industry, continued residential development in the area west of U.S. 101 and commercial development north of town along Ramada and Theater Drives will increasingly impact local streets and the freeway interchanges serving the community. While Vineyard Drive was identified with a level of severity III, recent improvements to the Highway 101 overpass will likely improve capacity.

San Luis Bay Planning Area (Coastal). U.S. 101 is the principal roadway in the planning area. In the vicinity of Pismo Beach, U.S. 101 operates at LOS D. The level of service of several roadways within the planning area will be affected by expected residential expansion in Pismo Beach and Arroyo Grande, which will create needs for road improvements and alternative transportation. Increased tourist traffic further burdens the circulation system.

Avila Beach Drive and San Luis Bay Drive provide access to the community of Avila Beach and to the Diablo Canyon nuclear power plant. These roads operate at unacceptable levels of service during peak hours. High traffic volumes on summer weekends are considered normal for Avila Beach Drive and widening is not proposed due to physical and environmental constraints of the roadway. From U.S. 101, San Luis Bay Drive parallels Avila Beach Drive on the north side of San Luis Creek.

The poor condition of County streets in Oceano is one of the main community problems. Broken pavement, lack of paving in some areas, and a lack of curbs, gutters and sidewalks inconveniences residents and contributes to an overall poor appearance. Traffic and pedestrian safety problems needing attention include correction of poor sight distances at some intersections, inadequate traffic regulation devices, lack of marked crosswalks and inadequate traffic enforcement. SR 1 detaches from U.S. 101 at Pismo Beach south through Oceano, and experiences heavy tourist and recreation traffic. This is expected to increase as tourist facilities are expanded in the coastal area.

San Luis Bay Planning Area (Inland). U.S. 101, SR 1 and SR 227 are major road segments providing access to and through the planning area. As residential growth and development occurs in the urban areas, these roads are expected to be impacted with additional traffic. Much of the development proposed in the cities of Pismo Beach and Arroyo Grande will have direct and substantial impacts on U.S. 101 and SR 227, since these highways are the main link to the employment centers. Halcyon Road, a principal arterial outside of the City of Arroyo Grande, is currently at RMS level of severity III.

See Canyon Road is a narrow country road that climbs the Irish Hills to the north. It connects with Perfumo Canyon Road into San Luis Obispo.

San Luis Obispo Planning Area. U.S. 101, SR 1 and SR 227 handle the bulk of trucking and passenger vehicle traffic throughout the planning area, although Los Osos Valley Road carries substantial traffic loads in the morning and evening commuter peak periods. The state highways carry local traffic but are also impacted heavily by traffic originating outside the planning area and the County. Future development in the planning area and increased through-traffic from tourists and commerce will add to traffic impacts. Tank Farm and Price Canyon Road are currently at an RMS level of severity III.

Shandon-Carrizo Planning Area. The Shandon-Carrizo circulation system is planned to accommodate anticipated traffic along existing roads and new routes as future development warrants their construction. SR 58 runs in an east-west direction through the northern portion of planning area and provides access to the rural community of California Valley and a direct connection to SR 33, located in Kern County.

South County Planning Area. The regional circulation system serving the South County planning area is primarily composed of U.S. 101, SR 1 and SR 166.

e. County Airports. There are currently two commercial airports and one private airport in the County. The San Luis Obispo County airport is located on roughly 320 acres of land approximately 3.5 miles southeast of the center of the City of San Luis Obispo, adjacent to SR 227. This airport currently provides the only regularly scheduled airline service in the County. Paso Robles Municipal Airport is located on 1,300 acres of land approximately 4.5 miles northeast of the center of the City of Paso Robles, and 3 miles east of U.S. 101 on the north side of SR 46. The Paso Robles Municipal Airport can presently accommodate larger aircraft than the San Luis Obispo Airport. A small airport provides private facilities in the community of Oceano. No public services are offered at this facility.

f. County Rail Services. San Luis Obispo is the busiest rail station in the County with the greatest number of options for intercity rail travel. Amtrak's premier national train, the Coast Starlight, serves San Luis Obispo. The Coast Starlight provides transportation from Los Angeles to Seattle, and is the busiest long distance train in the nation. The Coast Starlight provides a total of four stops per day within the County: two in the City of San Luis Obispo and two in the City of Paso Robles. The Pacific Surfliner provides one southbound and one northbound train from San Luis Obispo. This service provides a convenient morning departure from San Luis Obispo to Santa Barbara, Los Angeles and San Diego, with an evening return. In addition to stopping in San Luis Obispo, the Pacific Surfliner also stops in Grover Beach.

g. Pedestrian and Bicycle Facilities. Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals at signalized intersections. Pedestrian activity is visible in the urban portions of the County, where development densities are high.

The County's existing bikeways are a system of Class I bike paths, Class II bike lanes on major streets and sporadic signage of Class III bike routes. Bicycle activity within the County is oriented primarily to and from major activity centers that include schools, parks, recreation facilities, employment centers and shopping centers. Bike classes are based on the following definitions:

- ***Class I*** *– Separated bike paths that are used most frequently in high traffic volume and high-speed areas, and other locations as required based on technical considerations.*
- ***Class II*** *– Bike lanes to include a striped division between traffic and stenciled bicycle symbol on pavement throughout the system.*
- ***Class III*** *– Bike route signified by signs in areas where Class I and II are not deemed feasible.*

h. Transit Service. Currently there are eleven public transit services operating in San Luis Obispo County. These include six fixed route services: Regional Transit Authority (RTA), South County Area Transit (SCAT), San Luis Obispo Transit (SLO Transit), Paso Robles

Community Area Transit (PRCATS), Cambria's fixed route system (The Otter), and routes provided by the City of Atascadero. In addition, there are five demand-responsive services including Atascadero Dial-A-Ride (DAR), Paso Robles DAR, Morro Bay DAR, South Bay DAR and Runabout.

All major communities within San Luis Obispo County have some form of transit services. Deficiencies occur in communities identified as not currently being served by fixed route transit or local dial-a-rides have low populations or population densities, are geographically isolated, and/or have few demographic groups likely to use public transit. These communities are served by limited Ride-On services. Another measure of deficiency is whether minimum lifeline transit services exists (i.e. at least one round-trip fixed route transit service per day). Those communities that currently do not have this minimum lifeline services are the more isolated and small communities such as Creston and Shandon. Limited fixed route services have begun in Avila Beach.

4.9.2 Impact Analysis

a. Methodology and Significance Thresholds. The focus of this analysis is to determine the potential for the proposed Grading and Stormwater Management Ordinances to affect existing and future County roadway levels of service and assess short-term traffic safety impacts on public roadways and related traffic facilities (e.g., intersection signals). Methodology consisted of review of existing County roadway levels of service and potential impacts associated with increased traffic to County roadways, transit facilities, and pedestrian circulation/bikeways that would result from future development occurring under the proposed amendments.

In accordance with Appendix G of the State CEQA Guidelines, impacts would be significant if development in accordance with the proposed Grading and Stormwater Management Ordinances would result in any of the following:

- *Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections);*
- *Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways;*
- *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks;*
- *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment);*
- *Result in inadequate emergency access;*
- *Result in inadequate parking capacity; or*
- *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).*

Additionally, the County of San Luis Obispo has established local thresholds pertaining to traffic, transportation, and circulation. Impacts would be significant if development resulting from the project would do any of the following:

- *Create unsafe conditions on public roadways (e.g., limited access, design features, sight distance, slow vehicles);*

- *Provide for adequate emergency access;*
- *Result in inadequate parking capacity;*
- *Result in inadequate internal traffic circulation;*
- *Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., pedestrian access, bus turnouts, bicycle racks, etc.);*
- *Result in a change in air traffic patterns that may result in substantial safety risks.*

San Luis Obispo County. For County roadway segments, degradation in the level of service from an acceptable level (LOS C or better) to an unacceptable level (LOS D, E, or F) is a significant impact. For segments already operating at LOS D, E, or F without the project, the addition of any project traffic to that location is a significant impact.

Caltrans. For Caltrans' facilities (intersections, roadway segment, freeway segments, and freeway ramp junctions), a degradation in the level of service from an acceptable level (LOS C/D threshold or better) to an unacceptable level (LOS D, E, or F) is a significant impact.

Pedestrian and Bicycle Impacts. An impact to pedestrians and bicyclists would be considered significant if implementation of the proposed project would conflict with existing or planned bicycle facilities or would generate pedestrian and bicycle demand without providing adequate and appropriate facilities for safe non-motorized mobility.

Transit Impacts. Impacts to transit would be considered significant if future development in accordance with the proposed Grading and Stormwater Revisions would conflict with existing or planned transit facilities or would generate potential transit trips and would not provide adequate facilities for pedestrians and bicyclists to access transit routes and stops.

b. Project Impacts and Mitigation Measures.

Impact T-1 The proposed Grading and Stormwater Management Ordinances would modify current development standards. These modified standards could alter development patterns and result in a change in short-term construction phase traffic. This is a Class II, *significant but mitigable*, impact.

The proposed Grading and Stormwater Management Ordinances will require that additional erosion and sedimentation control and stormwater management devices be installed with most projects. The additional site work needed to accommodate these devices could necessitate additional construction-related traffic trips.

The proposed ordinance revisions would not alter density or intensity standards that presently exist in the General Plan, Land Use Ordinance, and Coastal Zone Land Use Ordinance. Buildout would occur under existing General Plan parameters.

The additional construction-related trips could result in potential impacts if these trips require the use of impacted roadways or intersections. Additionally, impacts could rise to a level of significance on a non-impacted roadway if a specific construction project necessitates a large number of trips on the same roadway during a concentrated time, such as AM or PM peak hours.

Mitigation Measures. The following mitigation measures are required:

T-1(a) **Project-Specific Consideration of Traffic Conditions.** The application for a grading permit shall be accompanied with a work schedule and a hauling plan. This information will be considered by the Planning and Building Director and the Public Works Director prior to project approval. Additionally, projects which require environmental review will be considered against existing County thresholds relating to traffic. Appropriate mitigation measures will be applied on a project-specific basis through that process.

T-1(b) **Traffic Study.** In certain cases, projects with the potential to significantly affect the County's roadway system may need to provide a traffic study prepared by a qualified consultant. Projects will be referred to the Department of Public Works for consideration, and the Director of Public Works shall have the authority to request such reports. Once reviewed and approved, the recommended measures identified in the traffic study shall be incorporated into the project design.

Significance after Mitigation. With the incorporation of the above measures, impacts will be less than significant.

Impact T-2 **The proposed Grading and Stormwater Management Ordinances would modify current development standards. These modified standards could result in the additional need to transport excess material needed to offset a cut/fill imbalance. This would have the affect of increasing vehicle trips on County roadways, and could result in damage to roadways due to volume and frequency of truck trips. This is a Class II, *significant but mitigable*, impact**

The proposed Grading and Stormwater Management Ordinances will impose additional requirements in grading design. This will necessitate that extensive erosion and sedimentation control and stormwater management devices be included in their design and implementation. Additionally, projects will need to be designed consistent with the measures in the Low Impact Development (LID) Handbook.

LID practices and the necessary erosion control and stormwater devices would potentially affect earthwork quantities on a project site. In order to accommodate these features, projects may become imbalanced in terms of cut and fill quantities. This would result in a need to import fill material or export excess material. Importation and exportation would require truck trips on County road facilities.

The increase in truck trips could further reduce level of service on already-impacted County roadways. Additionally, if a large amount of import or export is proposed to be phased over a short period of time, this could create short-term decrease of service level on other roadways.

Trucks transporting fill or excavated material can be heavy and particularly damaging to County roads. If a large amount of import or export is proposed, this can incrementally cause substantial damage to roads along the proposed haul route.

Mitigation Measures. Measure T-1(a) above requires that projects be considered on an individual basis for the potential to cause transportation impacts. In addition, the following mitigation measures are required.

T-2(a) **Reduce Imbalance.** Whenever possible cut and fill associated with grading projects should be balanced on the site.

T-2(b) **Consideration of the Hauling Plan.** For projects requiring a large amount of import and/or export (in excess of 2,000 cumulative cubic yards), the Planning and Building Director shall have the authority to impose conditions on the grading permit that will regulate phasing and routing of the proposed trips.

T-2(c) **Offsetting Damage to County Roads.** Projects proposing a large amount of import and/or export (in excess of 2,000 cumulative cubic yards) shall be referred to the Department of Public Works. The Public Works Director shall identify any project having the potential to cause damage to County roads as a result of a large amount of exportation or importation of material. These projects shall be mitigated either by requiring repair of damage or payment of a mitigation fee. In any case, mitigation shall be roughly proportional to the amount of damage anticipated.

Significance after Mitigation. With the incorporation of the above measures, impacts will be less than significant.

Impact T-3 **The proposed Grading and Stormwater Management Ordinances will not change existing General Plan, Land Use Ordinance, or Coastal Zone Land Use Ordinance regulations concerning density or intensity. Projects will continue to buildout under parameters anticipated by the General Plan. The project will not result in the generation of significant long-term transportation impacts. Therefore, this is a Class III, *less than significant*, impact.**

The proposed Grading and Stormwater Management Ordinances do not allow for additional intensity or density of development beyond what is already allowed under the General Plan and County ordinances. Additionally, the proposed ordinance revisions will not create incentives to increase developmental intensity. Therefore, no long-term impacts to the County's transportation system are anticipated as a result of a change in the ordinance.

Several of the County's communities have established road fee mitigation programs in place. These programs exist because cumulative buildout under the General Plan in these areas would create a significant impact to the transportation system. Each development project in these areas is required to pay a road impact mitigation fee based upon the number of peak hour trips generated by the proposed use. These fees are already required during the building permit process, and the program is overseen by the Department of Public Works. This

program serves to reduce the cumulative traffic impacts from ongoing development in these areas to a less-than-significant level.

Mitigation Measures. Development projects in areas with cumulative transportation impacts are already required to contribute road impact fees. With this program in place, no further mitigation measures are required.

Significance after Mitigation. Impacts would be less than significant.

c. Cumulative Impacts. Cumulative traffic increases associated with short-term construction-phase site work could periodically increase Average Daily Traffic levels along County roadways. Because the project would not alter General Plan, Land Use Ordinance, or Coastal Zone Land Use Ordinance density or intensity restrictions, increased demands on roads, pedestrian facilities, bicycle facilities, airport services, rail services, and County transit services would not be anticipated to occur as a result of the ordinance revisions. With the incorporation of mitigation measures listed above for roadway impacts, traffic and circulation related impacts from short-term construction phase development in the County would be reduced to a less than significant level on a project by project basis. Impacts resulting from cumulative contribution of existing projects to long-term impacts on transportation facilities are already mitigated through road fee programs. Therefore, the Grading and Stormwater Management Ordinances are not expected to have any significant cumulative impacts on County transportation and circulation services.